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## PUBLIC WORKS COMMITTEE

### RECLAMATION OF DARLING HARBOR

The Parliamentary Standing Committee on Public Works met yesterday. Mr. Jacob Garrard, M.P., presided, and all the members were in their places. The committee discussed the proposal with regard to the proposal to remove the Fyrmoed and the Island bridges and the reclamation of Darling harbor.

Mr. A. F. Buckle, who said he was a proponent at Fyrmoed, gave evidence. He stated that he opposed the proposal to remove the Fyrmoed bridge. It would be a calamity to property-owners at Fyrmoed and to those residents of Globe, Annandale, and other suburbs, who were in the habit of using the Fyrmoed bridge.

He considered that the whole of the station to remove this bridge came from the owners above the bridge, who wanted clear waterway. If this highway were demolished who would live in his house? He thought he would have a clear claim for compensation against the Government for the loss of the bridge, and so would other property-owners who had houses to let at most. He did not favour the filling up of any part of the harbour, although the space was required for wharfing purposes. To fill up the land from Bathurst-street would cost more than

Government would be justified in spending. Bathurst-street scheme was "no good." It was money thrown away. "Don't touch the Bathurst street proposal at all," he urged. His thought was only course open was to erect a new bridge at Market-street, with a swing worked by hydraulic power, so as to allow of quick openings. He added that the vehicular and pedestrian traffic over the bridge was of more importance than the ship traffic. Generally, he would be inclined to support both the Pyrmont and Glebe bridges as they were for the present.

Mr. H. M. Lachlan, secretary to the Railway Commissioners, submitted the following statement prepared by the Commissioners in reference to the proposals before the committee:—"The existing route of approach to Darling Harbour goods station by way of Market-street and the Pyrmont Bridge

(with one or two disadvantages which will be referred to later on) the best that can be done for railway purposes, and any departure therefrom will be in our opinion a serious public inconvenience, and will also materially depreciate the value of the railway property acquired at the cost. The present system of dealing with the wards goods traffic of Sydney at Darling Harbour inaugurated in 1891, has been of great value to Sydney merchants, and has also considerably reduced the cost of carting; and we do not seriously deprecate any change which will improve the present system.

The only disadvantages in connection with the present working of the bridge across the harbour being closed against the road traffic so often and frequently for vast amounts of time, and sometimes done at the busiest hour, and the fact that the Government had put the question before the Minister for Railways in a regulation being passed authorizing the closure of the roadway for vehicles without communication between certain hours. We would urge the importance of keeping to the existing route for the harbour by means of a causeway or bridge, a draw arrangement in the centre, this drawing

however, to be of sufficient elevation to admit small craft passing under without interfering with the vehicular traffic; also, that authority be either by regulation or Act of Parliament to the roads open for vehicular traffic between the hours of 4 and 5 p.m., which are the busiest hours for vehicles going to and from the overseas goods warehouse. This would also assist the general public, as the hours would cover the greatest flow of traffic of the city. Next to the foregoing, the Commissioners consider the scheme for a bridge in connection with Bathurst street, prepared by

Engineer-in-Chief for Roads and Bridges, the  
this route would be longer for a great proportion  
the lorries and carts having to take goods to  
station, and would in all probability entail  
additional cost to all shippers of goods or reason  
the increased length of haulage. The working of  
goods to Harbourside would result in the following  
disadvantages of the scheme as much as possible,  
the working of the traffic in connection with the  
side sidings where a good deal of the work done  
be seriously interfered with, and the yards would  
much reduced in value. The congestion of vehicle  
traffic at the corner of Goldersboro, Mori, and

wool store and the Department's Meat Mar-  
ket would undoubtedly be very great, and it is doubtful  
whether the carts and lorries having to take round  
the sidings outside the goods warehouse would be  
able to negotiate, without great difficulty, the  
between the meat markets and the Public S  
The abolition of the existing roadway would no  
sitate (if the railway property belonged to a pri-  
vate corporation) the payment of large compensation  
its utility and value would be so seriously red-  
uced. We trust, therefore, that the consideration and  
public convenience in regard to the despatch of

various amount of merchandise which is now torn down and which will continue to increase until it becomes impossible to recommend the keeping open of the present route. Should it be decided to abandon the Pyramus Bridge site and adopt the Baltimore-street route, one part of the disadvantages above alluded to could get rid of, if the idea of utilizing the frontage of the proposed reconstruction is abandoned and a new access made from the rear of the building. If this were done, traffic going to the outside would have no reason to come back to take this route, instead of going over the high-level bridge and expending more time and money than previously required. We are aware of the great objections previously mentioned. We are

**SYDNEY MUNICIPAL COUNCIL.**

A meeting of the Sydney Municipal Council in committee of finance, was held in the Council-chamber at the Town Hall yesterday afternoon. The Mayor (Alderman Sir W. P. Manning, M.L.A.) presided and there were also present—Aldermen Knox

Moore, Landers, Jeanbrett, Lora, M. Chapman, Chapman, J. Harris, M. Harris, Hughes, Mac Small, Fowler, Dean, Waite, Taylor, Hart, Jessop.

**ELECTRIC LIGHTING.**

The MAYOR informed the council that the architect had prepared a report regarding the proposal to light rooms on the city streets means of the plan at present used for lighting Town Hall. The council would recollect that some time ago the question had been raised by Alderman M. Harris. The report of the officer showed that while expense the motive power could

The report was then read by the town clerk, enumerated the plant owned by the council, and referred to the number of arc and incandescent lights which the dynamo was capable of providing. The architect submitted three different schemes for lighting portions of the city together with estimates of the cost.

Alderman TAYLOR thought that one of the schemes should be recommended for adoption by the council. The second scheme for the lighting of the Town Hall block could be carried out at an expenditure of

more than \$2000.

ALDERMAN M. HARRIS moved,—"That the report be printed and circulated amongst aldermen before any scheme is adopted." He considered that it would be a mistake to deal with the matter hurriedly.

ALDERMAN M. CHAPMAN asked whether the council had power to light the streets of the city.

THE MAYOR said that there was some doubt as to the power of the council, but he believed that the body was empowered in any rate to light the streets forming the Town Hill block.

After further discussion, the motion was carried.

After further declined, it was not the city council.

and it was also necessary to prepare an estimate of the cost of electric lighting.

**COMMON LODGING-HOUSES.**

**ALDERMAN J. HARRIS** called attention to the necessity for the passing of a bylaw to deal with the condition of common lodging-houses. He had recently visited several of them, and found the variation very bad. Some of the houses were as bad as the Black Hole of Calcutta. He also desired to draw attention to the desirability of a bylaw being passed to deal with the expectation nuisances in the streets and lanes, and to the filthy condition of the streets and many complaints, especially by ladies, had been made.

A petition was presented by Alderman James S. Smith, asking that the intersection of Washington Street and Second Street should be named Smith-square.

A petition was signed by the residents of Burton street asking that the name of that street be changed to Washington street.

The petitions were forwarded to the officers of the city solicitor.

**MONKLESS DOGS.**

Alderman JEANNEHRY called the attention of council to a deputation consisting of representatives of the Kennel Club and the Royal Society for Prevention of Cruelty to Animals recently introduced by him to the Mayor. They gave notice of a motion proposing the establishment of a home for dogs in the council. His idea was that the corporation should establish a home for dogs where the animals should be properly housed. If the dogs were to be allowed to stray about the streets, they should be detained until claimed, or if not claimed, they should be put to death. If homeless dogs were discovered, they should be put to death.

they should be destroyed in a humane manner. He also intended to propose in the motion that the council should obtain control of the dog regulations.

During the discussion which ensued several members favoured the proposals, and said that the present mode of mixing and destroying dogs by the police was disgraceful.

**TRAFFIC REGULATIONS.**

The amended bylaws relating to the regulation of the street traffic were placed on the table, and motioned for adoption.

**FIG-STREET LEVEL.**  
The proposed levels of Fig-street, Uthman, were submitted by the city solicitor, and were adopted.

**A HIGH HONOUR.**

Prase, Bomp Mahara by special appointment to Majesty the Queen and his Royal Highness the Prince of Wales.—(ADVERT.)

C. HAYWARD AND CO.'S Circular Pointed Pens written smoothly as a lead pencil, and neither scratch nor split the points being rounded by all steamrollers. We

from [REDACTED] [REDACTED]  
[REDACTED] Birmingham, England.—(Astr.)











## SOUTH AUSTRALIA

At an inquest to-day by Coroner Martin as a cause of the death of E. Price, who died yesterday, through a kick from a horse in the arena, a verdict of accidental death was returned. The hearing was held in high esteem.

The Victoria Theatre was crowded to-night on the occasion of the last performance of How Spang's Company in "As You Like It." The play was given in the English language and was presented with a magnificent bouquet by Jenny (Mrs. J. R. Wood).

TAMWORTH, TRENT.

Mons. de Willems, violinist, from Sydney, who has been in the city for some time, has been considered an introductory concert at Mechanics' Institute last night.

**PENANG, WEDNESDAY.**  
A flower show and sale of galls, organised by Mayoresa (Mrs.) R. M. de Engand Sunday School held at Tutin Plains to-day, and proved a success. There was a large assemblage of connoisseurs from all parts of the district, at Tutin Band was in attendance. The sale was delightful. The Bazaar will be delivered on a

**WOLLONGONG, WEDNESDAY.**  
The coal trade is very slack here just now. Kembla mine, which appears to be working but about seven days in for the next pay on 1st. Corral pit is comparatively quiet. The mines at the north of the district are not working half-time. The Kembla Company loaded the steamer Herga

WEST MAITLAND. Wrenza  
The forty-third annual meeting of  
holders of the Maitland Gas Company was held  
night. Mr. E. P. Capper presided. A satisfactory  
report and balance-sheet were adopted. The  
were £1108, and after paying all claims a dividend  
5 per cent was declared.  
A meeting was held in St. John's Roman C  
schoolroom last night to consider the best me  
recognising the services and worth of the l  
O'Donohoe, who is leaving Maitland to re  
Brisbane, New South Wales. The Bishop of M  
Nurse presided. A large number of partic  
and friends attended.

Only a section of the Wilberforce settlers favour of individual leases being applied for majority favour continuing on the old line speak gratefully of the assistance rendered by the Government and by the local board of control.

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### EXECUTION OF MONTGOMERY AND WILLIAMSON.

The execution of Montgomery and Williamson Bridge-street burglars, took place shortly before yesterday morning within the walls of the prison. The men were found guilty against prior. The men were found guilty against prior. The men were found guilty against prior.

[illegible]

Darlington Courthouse to the place of execution. The Sheriff visited the men in their cells, and Williams, in answer to a question, replied that they had no request to make. Williams was at this time surrounded by the Rev. J. Austin, singing the hymn, "There is a fountain filled with blood," which he sang as the men passed. The song was sung by the organist, William Howard and his assistant were present, and the two condemned men submitted to be hanged. The irons were removed, and the white caps placed over their heads. The men were then taken to the gallows by Canon Rich following him. Tass came Williams' way, the Rev. J. Austin, the Rev. Canon Rich and the funeral service. Montgomery walked on to the

fold with a firm step and placed himself  
at the head of the column. He then  
walked with a firm step, and was placed  
position by the handmaster, the men were  
whether they desired try anything, and  
replied in the negativeness, "nope were  
justified the negativeness. On the  
the two men fellow-gangners' death  
instantaneous: there - not a movement  
body after it fell. Not so with Williams. Wh  
sugman was adjusting the rope around Will  
neck the condemnation man failed, was  
the two men fellow-gangners' death  
shoulder. However, Williams fell slightly  
ward, and as he did so extended his left arm  
the show where he was pinned, evidently w  
intention of preventing himself from falling.

how, and the body fell sideways, the test knees against Montgomery. The body hung for several moments in this position, until the body was lowered by the men hanging from the ropes. The body lay motionless on the ground for some time. There were slight movements observable in the body which did not last long. Williams died from strangulation. After the bodies had been hanging for about 10 minutes Dr. O'Connor examined Williams' body closely and found no signs of life or movement. The bodies were then taken down as instructed. The customary report was made, and a verdict of judicial hanging was returned.

It appears that one rope was much shorter than the other, and it was intended that Williams would be hanged by the longer rope, and Montgomery

Later that night Montgomery was taken to the Sheriff's office by two men. One of the men was Sheriff Williams. Mr. Cowper saw the Preliminary Hearing Officer and other members of the Executive in reference to the matter, and the Sheriff was informed that he was the only one in reference to the matter. Mr. Cowper was told Montgomery had a deal at about 11 o'clock. He told Montgomery that he did not get angry with the interview; he would allow it and the man would be allowed to do so. The Sheriff then asked Mr. Cowper if he would like to see Montgomery, and, seeing that he would, he was taken to the Sheriff's office to see one another. They chatted together for about half an hour, discussing the facts of the case. In the course of the conversation Mr.

aim, and he replied that he did not think he had much. Williams complained that Montgomery had led him into the affair, and he said that Montgomery ought not to have done so, knowing him to be a younger man and married. Williams further stated that he was not Montgomery when struck Constable Bowden, but another man as big as Montgomery. As the men parted, Montgomery remarked, "We die together to-morrow," and Williams replied, "Yes, I suppose we shall meet again." Williams then stated that he was not Montgomery when Constable Bowden was injured in crime, said, "You should say that it was not; you should be sure."

[BY TELEGRAPH.]  
(FROM OUR CORRESPONDENT.)

The position taken by the Executive with  
 to Montgomery and Williams is strongly upheld  
 all reputable residents here and throughout  
 the district.

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**THE NEWCASTLE ANGLICAN  
 SYNOD.**

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[BY TELEGRAPH.]  
 (FROM OUR CORRESPONDENT.)

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NEWCASTLE, THURSDAY.  
 The third session of the Synod opened at the  
 of Newcastle, W.A., THURSDAY, 11th.

session was occupied in electing members to fill vacancies in the various committees of the Rev. Canon Simms. Canon and the Rev. W. H. H. Yarrington were elected as members of the Finance Committee. In the evening the report of the executive and committee of management of station property was read to the diocese by the late Bishop T. The report evoked loud applause and that part of the report dealing with the Kanopia and Brends, had been most prosperous reports and have been \$27,334 14 2d, and the expense \$13,899. The mortgage to the Bank of Australia had been reduced to \$12,500, the amount paid being \$1,000. The station property was valued at \$100,000 and in both stations there are 130,000 sheep and 100,000 cattle. Until the mortgage to the bank is paid

of not a penny will be available for the Church side the interest in various money invested the late Bishop. The remainder of the evening taken up by discussing the new standing order.

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### PASTORAL INTELLIGENCE.

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(FROM OUR CORRESPONDENTS.)

#### COONAMBLE, TRUSS.

Stock passings: 30 head cattle, from Gula-  
 bona to Mexico station, R. S. Skutumpah own-  
 ing. In charge: 180 head fat cattle,  
 Yowenda to Sydney. In charge: 200 head  
 M'Guinness in charge: 200 mixed fat cattle,  
 Pili'gawarrana to Lus. V. Dowling owner,

Hill in charge of 400 head bullocks, from Murrumbidgee station to Gulgarrumba. C. Skirrahorpe owner in charge of 4500 wethers, from Dubbo to Warrumbidgee. J. G. Giffen, and Sons owners and in charge of 5000 mixed sheep, from Uramillie station to Gulgarrumba. Nevitt, Campbell Brothers owners and in charge of 11,000 wethers, from Warrumbidgee to Gulgarrumba. R. G. Hagrove owner, in charge of 180 bullocks and cows, from Moonee to Sydney. B. South owner, E. South in charge of fat ewes and wethers passed Thursday, for gulgarrumba going to Dubbo—the ewes to the border and the wethers to Sydney. J. G. Giffen and Sons. These were grand sheep, all coming in very heavy weight.

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1998年12月15日

**SHIPPING REPORTS.**  
(Continued from Page 4.)

[illegible]

and ports to Coochewah. The Arawatta will be to-morrow for Southern ports to Sydney.

[illegible]

**MR. FRANK CATES' BENEFIT.**  
George Dibbs and the members of

[illegible]

to the absolute necessity of providing, I  
to retain the supremacy of our  
commercial purposes. I maintain

[illegible]

I need not pursue this line of argument  
except to those warned and blind

to destroy any more of the magnificent  
by blocking its flow at the mouth of  
in a locality which  
be made the great centre  
now so of commerce, I like to  
of the world, and of the whole  
of New South Wales, but also to  
of the metropolis and the metropolitan  
grades are carried on, and dependent on  
with "those who go down to the sea  
the "air" federation blowing across  
graphical, and the Southern Cross, the surest  
the Southern Cross, the surest  
trade for Australia with the world  
this golden day arrive—  
ly spoken for by large and agree-  
and most approved mechanical ap-  
dates, so that, whatever place may be de-  
the capital, never will be in position of  
shipping ports is all Australia. I have  
20. EDWARD J. H. Egan







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[illegible][illegible][illegible][illegible][illegible][illegible]

**WANTED, two first-class HARMALINS**, for  
house. Apply, stating salary per box, Herald, or  
**RESPECTABLE little Girl**, under 2 children, and  
mother, for adoption. Write, stating age, to  
Herald, or  
**WHEN VISITING the SALE room**, be  
dramatic. Dressing. Department. Charges very moderate.  
**GIRL**, motherless, 12 years, for adoption.  
Age, sex, 400 George-street.

**WANTED, GIRL**, who understands care of her  
and assist house work. 10 Elnor-street. Waverley.  
Apply, 10 Elnor-street.

**WANTED, super General SERVANT**,  
Housewife, Mrs. W. Houston, Park-street, Ashford.  
**WANTED, a good General Servant**, a  
woman, 40 years, 400 George-street.

**WANTED, young Woman**, as General Serv-  
ant. 49 Johnston-st., Adelaide.

**WANTED, smart Youth** as Kitchenmaid or  
butler. 400 George-street.

**WANTED, a young girl**, willing Girl as Ge-

[illegible]

WANTED, a young, 24 years old, to assist housework and  
assist children. Mrs. Greenberg, 163 Octopus.

WANTED, a GIRL, to assist housework and  
assist children. Mrs. Greenberg, 163 Octopus.

WANTED, General SERVAANT, to assist housework and  
assist children. Mrs. Greenberg, 163 Octopus.

WANTED, in Christian family, a thorough  
respectable, strong, well educated girl. Wages  
liberal. Most desirable fruit.

WANTED, a THOROUGHLY RESPONSIBLE  
WOMAN, to take charge of a baby in the  
daytime, after 10:30 a.m. to 4:30 p.m.  
Kingsway Hotel, 163 Octopus.

BLACK VELVET, is just for  
BELL HOBBS'S GREAT DISTRACTION SALE  
406, 408, 410 Octopus-street.

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**ONE PENNY PER COPY.**  
IN ADVANCE: 6¢ per word; 5¢ ad per quarter.  
**ADVERTISEMENTS.**

All advertisements charged to account must bear authentication for insertion. The number of times they are to be inserted must be stated. No advertisement will be inserted unauthenticated. No verbal communication can be attempted.

When an advertisement is cancelled, the proprietors do not consider themselves responsible for non-insertion of advertisements through accident or error. It is the advertiser's duty to see the truth of the cancelling advertisement repeated in the paper for the usual course of business if their responsibility is to be maintained.

For the convenience of advertisers, replies to advertisements may be sent to the proprietors, Messrs. King-street, but the proprietors do not accept any responsibility in this respect. It is the advertiser's duty to see that the advertisement is sent to the proprietors of papers. Advertisers will oblige by inserting in the first line of the advertisement should appear the name of the advertiser. Advertisements should appear in the first column of the paper.

While every care is taken in classification, no responsibility is accepted for errors.

acceptance.  
All advertisements under air lines will be charged on advertiser's account if booked.  
All advertising rates must be paid in advance to the Money Order, or Postage stamps.  
Harris, Francis, and Mortgage, at each insertion. To include publication in the "Sunday Mail."  
Notices of BIRTHS and DEATHS cannot be inserted unless accompanied by the name and address of the persons by whom they are sent.  
Notices of MARRIAGES can only be inserted unless accompanied by the name of the Minister or Registrar.  
This rule is rendered necessary in consequence of the large number of advertisements for publications and medicines of the most annoying respectable persons.  
IN MEMORIAM advertisements and RETURNED TO THE PUBLISHERS.  
The Pillar Box at Redfern Railway Station for notices, advertisements and communications is closed every morning.  
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